

CITY OF SANTA BARBARA URBAN DESIGN GUIDELINES: CITY GRID

1. COMPATIBILITY OF NEW DEVELOPMENT WITH THE EXISTING ENVIRONMENT

- *Design developments to complement and enhance the character of Santa Barbara, the surrounding neighborhood, and existing adjacent developments, while allowing each development to retain a distinct visual identity.*
- *Incorporate natural features and landscaped open spaces into developments to provide a sense of openness and continuity and enhance the environment of the City grid.*
- *Design developments to respect the arrangement of buildings and open spaces on adjacent sites and provide opportunities for enhanced circulation, solar access, and views.*

Introduction

The urban grid area of Santa Barbara is known for its historic character, pedestrian-friendly qualities, and exemplary architecture. It is a distinctly urban environment, softened by vistas of the mountains, ocean, and the attention to detail that is evident in both the built environment and landscaped open spaces.

Most new development in the grid will be either infill development of vacant properties or the redevelopment of existing buildings. Due to the close proximity of buildings to one another and the established urban fabric of the grid, it is important that new development be compatible with and complement the character of the grid, enhance existing natural features, and incorporate appropriate landscaped open spaces.

1.1 Compatibility with the Character of the City, the Surrounding Neighborhood, and Adjacent Properties

Because every project will be unique in its setting and form, the design review boards will need to exercise discretion when evaluating whether a proposed development will be compatible with the existing environment.

Generally, proposed developments should demonstrate compatibility on three different levels:

- The development should be compatible with the distinctive architectural character of Santa Barbara;
- The development should be compatible with the character of the surrounding neighborhood; and
- The development should be compatible with immediately adjacent developments.

While it is generally desirable for new developments to adapt and use design palettes similar to those of surrounding developments, they must also be made to possess unique characteristics and qualities. The elements listed in the following sections may make a development compatible with its surroundings while allowing it to retain a distinct identity.

- 1.1.1 The design review process should involve an evaluation of the compatibility of proposed developments with Santa Barbara's distinctive architectural character, the overall neighborhood, and adjacent developments. Architects and designers must demonstrate thoughtful planning and consideration as to the degree of compatibility that their proposed projects exhibit.

Drawings, models, or other graphic communications presented to the design or development review boards should show neighboring buildings and important features of adjacent sites in sufficient detail to demonstrate the relationship between the proposed development and its surroundings. As a general rule, views of the proposed project and its neighbors should be provided as seen from public areas (e.g., the street and sidewalk). Story poles may be required in order to evaluate a proposed development.

1.2 Structures

The following structure design techniques, when applied in combination with the design techniques in sections 1.4 and 1.5, may make a proposed development compatible with the existing environment. These techniques include, but are not limited to, the following;

- Use an architectural style similar to surrounding structures;
- Adapt and incorporate prominent or distinctive design elements from neighboring structures (e.g. rooflines, recesses, projections, towers, and balconies);
- Design the structure in a size, bulk, and scale that is comparable to existing surrounding developments;
- Coordinate the form and height of the new structure with existing structures in a block; and
- Use colors or materials similar to those of adjacent developments.

- 1.2.1 Consider the transition from one structure to the next. Each structure must exhibit its own unique character, while displaying careful consideration of the character of surrounding structures.

1.3 Structure Exceptions

In some cases, the design review boards may determine that a structure that looks substantially different than its immediate surroundings (in terms of its size, bulk, scale, height, or architectural style) would be appropriate.

Where a structure is proposed in an area without established design goals, it must be compatible with Santa Barbara's distinctive architectural character. It must also be held to an exceptionally high standard of design, since it will be a highly visible and precedent setting example for the design of surrounding developments.

- *A structure might be proposed with a size, bulk, scale, or height that is substantially greater than that of the surrounding developments.*

There are circumstances where a larger scale structure may be desirable, even when the surrounding developments are built to a smaller scale. For example, the size, bulk, scale,

and height of the Arlington Theater are considerably greater than the surrounding buildings on the block. The building was designed as a public building and an active center of a block of smaller shops, as well as a visual centerpiece for the City. Rather than appearing out of scale with the smaller structures in the surrounding area, the form and height of the adjacent structures set off the theater and accent its grandeur.

- *A structure might be proposed in an architectural style that differs from surrounding developments.*

A structure in an architectural style that differs from surrounding developments may be allowed if it is consistent with design goals for the larger neighborhood. For example, the guidelines for the El Pueblo Viejo District state that any new development must be in a Hispanic architectural style.

However, there are many pockets of development within the district that have not yet transitioned to Hispanic styles and contain predominantly structures of other styles (e.g. Craftsman and Victorian). New developments in El Pueblo Viejo, because they must exhibit a Hispanic architectural style, may look different than the existing surrounding development.

- 1.3.1 Structures that differ in size, bulk, scale, height, or architectural style from adjacent developments may be allowed if they are consistent with design goals for the larger neighborhood or the distinctive architectural character of Santa Barbara. Such structures shall be held to an exceptionally high standard of design, since they will be highly visible and precedent setting examples for the design of surrounding developments.

1.4 Landscaping

Landscaped areas in the City grid provide a sense of natural beauty and openness, encourage continuity between developments, and enhance the overall cityscape. A variety of landscaping elements (including distinctive and native tree species) can break up the monotony of paved and built surfaces, screen undesirable views, provide essential shade and oxygen, provide habitats for a variety of species, lessen reflected heat, and capture airborne particulate pollutants and exhaust. Landscaping elements contribute greatly to a cleaner environment and more healthy, livable neighborhoods.

The following landscape design techniques, when applied in combination with the design techniques in sections 1.2 and 1.5, may make a proposed development compatible with the existing environment. These techniques include, but are not limited to, the following:

- Preserve and incorporate existing natural and landscaping features and mature trees into new development;
- Select landscaping elements that are appropriate to the site and complement the overall character of the grid; and
- Use landscaping elements that complement the characteristics of nearby developments.

- 1.4.1 The preservation and protection of natural features and mature trees is highly desirable. These elements shall be incorporated into development projects to the greatest extent possible.
- 1.4.2 Appropriate landscaping elements shall be selected based on their suitability for the climate, geology, and topography of the site.
- 1.4.3 The use of canopy trees is encouraged. Tree selection shall take into account the density, shape, size, solar orientation, maintenance requirements, and neighborhood impacts of the mature tree.
- 1.4.4 Landscaping should complement the color, materials, architectural style, scale, and landscaping of nearby developments. Use a variety of sense-stimulating plantings that add color and texture to the built environment.

Guidelines for incorporating landscaping into development projects also appear in sections 3.1, 3.2, 4.1, 4.2, 4.3, 5.2, 6.2, 6.3, 8.1, 8.2, and 9.2 of this document. They are grouped with the specific types of developments and infrastructure improvements that they address.

1.5 Site Organization

The following site organization techniques, when applied in combination with the design techniques from sections 1.2 and 1.4, may make a proposed development compatible with the existing environment. These techniques include, but are not limited to, the following:

- Use setbacks and building orientations that are compatible with surrounding developments;
 - Use a site plan arrangement that respects the layout of adjacent developments;
 - Create or enhance public scenic view corridors; and
 - Enhance circulation within a block or neighborhood.
- 1.5.1 The site organization of a proposed development should respect the arrangement of buildings and open spaces on adjacent sites to maximize the shared benefits of sunlight, circulation, and views.

2. HUMAN SCALE CHARACTER

Visual Relationship Between Development and Pedestrians

- *Preserve the human scale character of the grid by using design techniques that reduce the apparent size, bulk, scale, and height of buildings.*
- *Provide visual interest for pedestrians by incorporating building details that relate to the surrounding built environment at a human scale.*

Introduction

In order to support a vital pedestrian network, buildings must visually relate to the street at a pedestrian scale. Buildings in the grid must be designed with sufficient attention to scale and

detail that the pedestrian's sense of discovery is renewed with each viewing. Creating human scale usually requires reducing the apparent size, bulk, scale and height of buildings, so that they do not overwhelm pedestrians. There are many architectural and design techniques that can achieve or convey a sense of human scale. Although the methods outlined in this chapter are encouraged, other approaches will be considered acceptable if they achieve the same objectives.

If the application of the suggested techniques is not successful, the design review boards may request that the size of buildings be reduced.

New developments should demonstrate consideration of building composition and detailing with the goal of achieving a human scale environment. This may be shown through elevation drawings, models, or other graphic communications presented to the design and/or development review boards. As a general rule, views of the proposed project should be shown from public areas (e.g., streets and sidewalks).

2.1 Building Composition

- 2.1.1 The building base should visually anchor the building, establishing a strong connection to the ground and the site. The base of the building should appear more massive than the upper stories. Building details and public art elements are encouraged to provide visual interest and a sense of discovery. Details should be comprehensible to passing pedestrians and proportionate to the scale of the building.
- 2.1.2 The upper stories of the building should exhibit a lighter character than the base, possibly by reducing floor area and building mass. Architectural details on the upper stories should be at a scale that relates to the overall building composition. As a general rule, massing and details should be simple and proportionate to the scale of the building. The length and depth of cantilevers should be minimized.
- 2.1.3 Where appropriate, building tops should be articulated using elements such as: tapered or sculpted roof forms to create silhouettes against the sky (including false chimneys, towers, and decorative vents and caps); roof materials and overhangs to create strong shadow patterns; and decorative cornices to provide visual interest. Break up the horizontal lines of long parapets using variations in height or other appropriate design techniques.

2.2 Reduction of Apparent Size, Bulk, Scale, and Height

- 2.2.1 Buildings should be designed as carefully orchestrated compositions of smaller parts. The perceived size, bulk, scale, and height of a building should be reduced by either visually or physically dividing its mass into smaller scale components. The following are techniques that are encouraged to create human scale in new buildings:
 - Reduce the actual bulk of a large building by dividing it into several smaller buildings to create a “campus” or “village”. Groups of smaller buildings are generally visually preferable to one large, bulky building, and are also more easily adaptable to a variety of uses;
 - Use variations in height and roofline to reduce the perceived height of the building;

- Use planter walls to reduce the apparent height of the building;
- Organize the façades of a large project or building into several visually distinct parts to create the appearance of several smaller buildings;
- Use roof overhangs to decrease the vertical appearance of the walls;
- Use color to visually reduce the size, bulk, and scale of the building; and
- Use recesses and projections to visually divide building surfaces into smaller scale elements (see guideline 2.2.2).

2.2.2 The use of recesses and projections is encouraged to divide the surfaces of buildings into smaller scale elements, as follows:

- Large or long, continuous wall surfaces should be avoided. As a general principle, building surfaces should be relieved with a change of wall plane that provides strong shadow and visual interest;
- Use recesses to define courtyards, entryways, circulation routes, or other outdoor spaces that are accessible from the exterior of the building;
- Expression of wall thickness is desirable. Reveals, returns, and deep recesses at door and window openings are encouraged;
- Recessed balconies, arcades, and loggias create a sense of depth in the building walls, contrasting surfaces exposed to the sun with those in shadow;
- Use projections to emphasize important architectural elements, such as stairs, towers, balconies, and verandas; and
- Use materials with textural interest to break up large wall surfaces.

3. THE BUILDING/STREET EDGE

Functional Relationship Between Development and Pedestrians

- *Encourage pedestrian activity on the street through building design. Frequent building entrances, windows at pedestrian height, and outdoor activity spaces create a lively, pedestrian-friendly environment along public streets.*
- *Create visually unified street spaces by planning the orientation of buildings and building setbacks to enhance the character of the street.*

Introduction

Streets are the center of city life; a high level of social interaction on neighborhood and commercial streets is one of the foundations of a healthy, vibrant community. To contribute to the pedestrian-friendly character of the City grid, buildings must be designed to actively contribute to the life of the street.

Buildings that are oriented to the street (with doors, windows, and public spaces facing the street) encourage street activity and create a lively atmosphere. Buildings that are oriented away from the street should be avoided since they send the message that activity on the street is undesirable. Areas where the majority of buildings are oriented away from the street are very discouraging to pedestrians, who perceive them to be unwelcoming or even unsafe.

For the purposes of these guidelines, a *street* will be defined as any existing or proposed street, road, avenue, boulevard, land, parkway, place, public alley, bridge, viaduct, or easement for public access. A street includes all land within the street right-of-way, whether improved or unimproved (see Glossary for expanded definition).

3.1 Activity Nodes

Building Entrances and Windows

Building entrances and windows are essential elements that physically connect outdoor and indoor activity for pedestrians, making walking a more enjoyable and interesting experience.

Decisions regarding the placement of building entrances and windows will be considered in the following context:

- The potential for pedestrian activity around the building and existing pedestrian circulation routes will be assessed to determine appropriate pedestrian access points;
- For nonresidential or mixed use structures, the intended function or program of the building will be considered with specific attention to the placement of doors and windows. Common concerns include security (i.e. the prevention of theft and employee safety), the internal organization of building activities, and the distances that customers will have to travel to their cars with purchased goods;
- The potential future uses of buildings will be considered when deciding upon the placement of building entrances and windows, especially with larger buildings. Building entrances and windows should be designed to allow the building to be adapted for a variety of uses; and
- Visual and access compatibility between proposed buildings and adjacent developments will be considered when discussing the optimal placement of building entrances and windows.

- 3.1.1 Where a building with street frontage has only one entrance, that entrance shall be oriented to the street.
- 3.1.2 Where a building with street frontage has multiple entrances, the primary entrance shall be oriented to the street. Street entrances shall be as prominent or more prominent than other entrances, and are encouraged to remain open for pedestrian use.
- 3.1.3 Provide building entrances where appropriate, taking into consideration the location of the building, present and potential future uses of the building, pedestrian circulation routes, and the character of surrounding developments.
- 3.1.4 Provide windows at pedestrian height to provide interest for pedestrians on the street.
- 3.1.5 Corner buildings shall exhibit a strong visual and functional connection with the sidewalks of adjacent streets. This can be accomplished by placing entrances on each abutting street frontage or placing an entrance on the corner itself. Other features (including windows at pedestrian height, wall detailing, and public art) shall also be used to provide visual interest for pedestrians.

3.1.6 For mixed use and multiple-family residential buildings, the following guidelines regarding the placement and design of building entrances should be adhered to:

- Provide direct pedestrian access to the sidewalk from the front residential unit;
- Provide a strong visual connection from the sidewalk to the entrances of interior residential units; and
- Provide entry porches facing the street and/or the main internal pedestrian circulation route.

Active Spaces and Landscaping

3.1.7 Where buildings are set back from the public right-of-way, incorporate courtyards or patio spaces that encourage outdoor activities along the building frontage. Such areas should include appropriate landscaping elements to soften the paved areas and provide shade for pedestrians.

3.1.8 Corner buildings shall be designed to enhance the character and pedestrian activities of the entire intersection, taking into consideration the contributions of all of the other existing corner buildings.

3.2 Continuity of Street Spaces

The intent of the following guidelines is to create unified street spaces. Street spaces include both the public right-of-way and the adjacent building setback zone (where applicable). The network of street spaces establishes the scale and character of the environment. The setbacks and placement of buildings can create a feeling of consistency that visually unifies separate buildings and developments.

Building Placement

3.2.1 On lots with one street frontage, place the primary mass of buildings parallel to the street.

3.2.2 Avoid siting corner buildings with their primary mass at an angle to the corner. This shall not preclude angled or sculpted building corners or open plazas at corners.

Setbacks and Landscaping

3.2.3 When siting a new building, consider the setbacks and scale of the existing neighborhood and adjacent buildings.

3.2.4 Where appropriate and consistent with neighboring development, locate new buildings on the edge of the public right-of-way to define the sidewalk line.

3.2.5 Where buildings are set back from the public right-of-way, place City reviewed and approved landscaping or architectural elements (e.g. arcades or low decorative walls) along the edge of the right-of-way to define the sidewalk line.

4. PEDESTRIAN FACILITIES AND AMENITIES

- *Create and maintain a continuous, convenient network of pedestrian facilities throughout the City grid to reduce dependence on the automobile.*
- *Provide pedestrian amenities, including street furniture, landscaping, lighting, and trash receptacles, to make walking more attractive and convenient.*
- *Design and locate pedestrian facilities and amenities to promote the uninterrupted flow of pedestrian traffic.*
- *Create pedestrian links to transit and bicycle facilities to increase the convenience of transit and bicycle travel.*

Introduction

Pedestrian Facilities

For the purposes of these guidelines, *pedestrian facilities* will be defined as improved walkways that are designed to carry pedestrian traffic between destinations. A complete pedestrian network must consist of several types of pedestrian facilities, each designed to serve different types of users and differing levels of use.

Pedestrian facilities can be categorized as follows:

Sidewalks: Generally, sidewalks are located in the public right-of-way and owned by the City and designed for public use at all times of the day. In the grid, sidewalks are generally provided around the perimeter of blocks and connect the street frontage of private lots.

Paseos: Paseos are a series of connecting walkways that join streets, open plazas, courtyards, cafes, and shops through the central portions of City blocks. They sometimes serve as connectors between parking facilities, commercial street frontage, and other popular destinations. Paseos promote a human scale environment by linking businesses and activities throughout a block and providing more travel routes for pedestrians. Paseos may be either publicly or privately owned and maintained, and are intended for general public use. Examples of privately owned paseos include El Paseo and La Arcada.

Pathways: Pathways are pedestrian facilities on private property. Pathways can serve a variety of functions, including linking separate buildings on a single site, linking buildings on adjacent sites, and connecting private buildings to sidewalks or paseos. Appropriate pathway designs will vary widely depending on the type and level of use the pathway is expected to support.

Pedestrian Amenities

Pedestrian amenities are items that enhance the walking experience for the pedestrian. Examples include seating areas, canopy trees or other landscaping elements, lighting, drinking fountains, newsracks, trash containers, and telephones.

4.1 General Guidelines

These general guidelines apply to sidewalks, paseos, and pathways.

Pedestrian Facilities

- 4.1.1 Look for opportunities to create a continuous network of pedestrian facilities throughout the City grid. Consider future connections between residential and commercial areas, educational facilities, and recreational facilities, so that such connections are not prevented by buildings, fences, or other permanent improvements. Design pedestrian facilities to follow the most direct route between destinations.
- 4.1.2 Design pedestrian facilities to minimize interruption by automobiles (i.e., driveways, parking lots, and service areas).
- 4.1.3 Where automobiles intersect pedestrian facilities, ensure that pedestrians and automobiles are visible to each other and are not blocked by building projections, signs, or landscaping. Consider design features (including changing the surface composition) to clearly confer the right-of-way to pedestrians.
- 4.1.4 Create a buffer between pedestrian facilities and automobiles. Consider using a low wall, permanent landscaping, street furniture, curbside parking, or other appropriate method. Each of these methods must be reviewed and approved by the City.
- 4.1.5 Identify existing obstructions to pedestrian travel (e.g., utilities, signs, and overgrown landscaping) and remove or relocate where feasible. The undergrounding of overhead utilities is encouraged.
- 4.1.6 Consider using pedestrian bridges in public and private development projects to enhance access. Where pedestrians and automobiles must share a bridge, the clear width of the pedestrian facility shall be a minimum of five feet (5'). Buffers to separate automobiles and pedestrians shall be incorporated wherever possible. The design of bridges shall complement the scale and architectural style of surrounding buildings and infrastructure.
- 4.1.7 Consider historic pedestrian connections between properties and buildings and incorporate them in new developments whenever possible.
- 4.1.8 During the review process for City street abandonment, consider retaining portions of the street right-of-way to enhance the City's network of pedestrian facilities.
- 4.1.9 Drainage facilities shall be designed and located to minimize visibility and interference with pedestrian circulation. For the purposes of this guideline, drainage facilities shall not include creeks or other natural watercourses.
- 4.1.10 Ensure that pedestrian facilities are designed for disabled access in compliance with the California Building Code.

Pedestrian Amenities

Several factors need to be considered when determining the types of pedestrian amenities that will be provided in a given area. These factors include the nature of the surrounding land uses, the level and hours of pedestrian use, the existing amount and type of pedestrian amenities, and the proximity of adjacent buildings.

- 4.1.11 Create seating opportunities (e.g., benches, raised planters, low walls, or sculptured stairs) in areas where pedestrians congregate. Seating should be located where it will not interrupt the flow of pedestrians and placed in sheltered or protected areas, wherever possible. Outdoor dining facilities shall also be located where they will not interrupt the flow of pedestrian traffic.
- 4.1.12 Place trash cans, drinking fountains, newspaper vending machines, telephones, or other pedestrian amenities in areas with high levels of pedestrian traffic. Pedestrian amenities should be placed in groups for maximum use, and located where they will not interrupt the flow of pedestrian traffic.
- 4.1.13 Design new pedestrian amenities to complement the architectural styles of existing amenities and surrounding buildings, while not overpowering the streetscape. Functional elements should be made decorative wherever possible to support the design theme of the street.
- 4.1.14 Use City reviewed and approved paving materials that complement the architectural style of surrounding buildings and minimize hazards such as slipping or tripping. Use permeable materials wherever possible to increase percolation and decrease run-off.
- 4.1.15 Provide pedestrian-scale lighting that complements the surrounding built and natural environment. When determining the proper level of illumination for a pedestrian area, it is important to consider the quality of light versus the quantity of light. The lighting should be subtle and avoid overlighting while being bright enough to provide a sense of security. Consider a variety of lighting types, including footlighting, indirect lighting (wall washing), and overhead lamps. All lighting fixtures shall conform to the City's Outdoor Lighting Design Guidelines.
- 4.1.16 Building identification signage adjacent to pedestrian facilities shall be small scale and oriented to pedestrians, rather than passing cars. Incorporate historical interpretive signage, where appropriate, to enhance the pedestrian experience. All signs shall conform to the City's Sign Ordinance.

Landscaping

The landscaping guidelines in this chapter should be applied in addition to the guidelines contained in section 1.4 of this document.

- 4.1.17 Ensure that landscaping is appropriate for the site, is well-maintained, and does not create a safety hazard by concealing or overgrowing the pedestrian facility.
- 4.1.18 Use canopy trees wherever possible to provide shade and weather protection for pedestrians. Adequate room for tree growth should be provided so that the pedestrian

facility will not be damaged by tree roots. Minimum spacing requirements for planting specific tree species can be obtained from the City Arborist.

- 4.1.19 Use landscaping to provide a buffer between vehicles and pedestrians and to screen parking and utility areas.

4.2 Sidewalks and Parkways

The following guidelines apply specifically to sidewalks and parkways, in addition to the general guidelines outlined in section 4.1 of this document.

Parkways are defined by the City of Santa Barbara Municipal Code as either of the following:

- The area between the curb and the sidewalk within a fully improved street right-of-way;
- That area extending six feet from the curb towards the nearest right-of-way line in an area with no sidewalk; or
- Any area within a street right-of-way in which an official or parkway tree is located.

Per Chapter 15.20 of the City of Santa Barbara Municipal Code, all trees, plants whose ultimate growing height is over eight inches (8"), or non-living groundcover materials within a parkway require a written permit from the Parks and Recreation Department Director. All trees within a parkway must be planted and maintained according to the standards of the Parks and Recreation Department.

Sidewalk and/or parkway improvements may be required in conjunction with proposed development projects.

These guidelines shall not override existing design guidelines that pertain to specific pedestrian areas of the City (e.g., the State Street Landscaping Guidelines).

Sidewalks

- 4.2.1 Look for opportunities to fill in gaps in sidewalks, using the current ordinance standards for pavement width as **minimum** dimensions. The width of new sidewalks should be appropriate to the level and type of pedestrian traffic the sidewalk is expected to accommodate. Historic sidewalk dimensions should be investigated and incorporated where appropriate. Look for opportunities to widen sidewalks that do not meet the minimum standards.
- 4.2.2 Preserve historic concrete sidewalk stamps (i.e., street names stamped into the concrete or contractor's stamps) to the greatest extent possible when renovating or replacing sidewalks.

Parkways and Landscaping

- 4.2.3 Any proposed street or sidewalk improvement shall, where feasible, incorporate the installation of parkways or tree well planting sites. Landscape plans for parkways or tree wells shall be integrated into the general plan for improvements.

- 4.2.4 Maintain the use of parkways for landscaping. Parkway shall not be paved or developed with other impervious surfaces. Existing paving or impervious surfaces should be replaced with landscaping, whenever possible.**
- 4.2.5 Provide street trees at appropriate intervals to produce a desirable shade canopy for the sidewalk and visually narrow the street from the motorist's perspective. Parkway should allow adequate space for tree growth. Minimum spacing requirements for planting specific tree species can be obtained from the City Arborist. Species designations are the responsibility of the City Parks Commission.**
- 4.2.6 Provide groundcover and shrubs where appropriate to create a complete landscaping image for the street.
- 4.2.7 Preserve historic sandstone curbing to the greatest extent possible when making street or sidewalk improvements.

Crosswalks

- 4.2.8 Crosswalks shall be designed to clearly confer the right-of-way to the pedestrian and minimize the crossing distance.
- 4.2.9 Encourage the development of mid-block crosswalks in areas with high pedestrian volumes. The location of mid-block crosswalks shall be determined by the Public Works Department.
- 4.2.10 Consider raised crosswalks where there are no traffic signals. The color and texture of paving materials shall be reviewed and approved by the City. The paving materials should enhance visibility and minimize hazards such as slipping and tripping.

4.3 Paseos

Existing City policy documents, including the Circulation Element of the City's General Plan, call for the protection and enhancement of the City's paseo system. Paseos have the potential to be attractive, well-designed, people-oriented places that provide desirable spaces for both the private and public sectors of the economy.

The public spaces (e.g., courtyards, plazas, and placitas) along paseo routes and the commercial activity within the paseos are nodes of activity where private business mixes with public uses. This rich mixture of activities is the key to the successful pedestrian environment in the grid.

Paseos confirm the intent of the City to develop a unique built environment, which contributes to Santa Barbara's economic prosperity. Paseos also enhance the City's network of pedestrian facilities and encourage walking, which can improve air quality, promote good health, and reduce noise throughout the grid. In addition, paseos can positively influence the commercial draw of the grid. Paseos support a larger mix of commercial activities by creating more opportunities for pedestrian access to exposed building frontages. The paseos themselves can become an attraction, drawing people to a commercial development and providing a more attractive atmosphere for building tenants.

To encourage the protection and enhancement of the paseo system (including the development of new paseos), City staff, the design review boards, the Planning Commission, and the City Council will foster a spirit of cooperation with private developers by considering appropriate design flexibility.

The following guidelines apply specifically to paseos, in addition to the general guidelines outlined in section 4.1 of this document. Paseos, whether publicly or privately owned, shall be designed and maintained for general public use.

Placement/Design

4.3.1 Paseos should be incorporated into new public or private developments where any of the following situations occur:

- A public area exists within the interior of a block that should be connected to the surrounding street frontage.
- Pedestrians are required to walk out of their way to move between public areas on a block.
- There is an opportunity to connect a new paseo to an existing paseo.
- There is an opportunity to restore a paseo that has historically existed in a certain location.

4.3.2 Encourage paseos in El Pueblo Viejo District wherever possible to enhance the Hispanic character of the area. Paseos are also encouraged wherever there are opportunities to make pedestrian connections between residential and commercial areas, educational facilities, and recreational facilities (e.g., Milpas Street and the Waterfront).

4.3.3 Paseos shall be inviting to pedestrians. The areas within a paseo should provide a varied spatial experience. Appropriate paseo dimensions will depend on a number of factors, including the following:

- The size, bulk, scale, and height of surrounding development;
- The level and type of pedestrian activity in the area; and
- Physical site constraints (e.g., a very small or narrow lot or existing natural features).

While pavement widths may vary, new paseos should be developed with a minimum width of ten feet (10') between building faces. However, a *callejon*, or narrow pedestrian street, may be an attractive alternative that provides variation in the scale of a paseo.

4.3.4 Encourage the development of mid-block crosswalks where streets intersect paseo routes. The placement of mid-block crosswalks shall be determined by the Public Works Department.

4.3.5 Other functions of paseos (e.g., merchandise delivery, trash collection, and fire access) shall be considered during the design and development review processes.

Pedestrian Amenities

- 4.3.6 Views of City landmarks (e.g., the Arlington tower, the Courthouse clock, and the Mission) should be created and/or maintained within paseos to provide locational reference points for pedestrians.
- 4.3.7 Maintain compatible architectural styles throughout the paseo to provide visual continuity for pedestrians.
- 4.3.8 Use architectural details to create a human scale environment within the paseo. Design building facades that back onto paseos to include pedestrian-friendly elements such as building entrances and display windows.
- 4.3.9 Use public art to provide visual interest for pedestrians.
- 4.3.10 Use decorative lighting that showcases adjacent building facades. All lighting fixtures shall conform to the City's Outdoor Lighting Design Guidelines.
- 4.3.11 Ensure that building projections and landscaping elements do not detract from the visibility of the paseo, create dark areas, or cause safety hazards.
- 4.3.12 Place pedestrian oriented signage at paseo entrances that includes a map of the area surrounding the paseo and shows pedestrian connections to adjacent streets. Use signage throughout the paseo to make people aware of activities within and adjacent to the paseo. Signage shall be sensitive to the scale of the paseo, adding to its uniqueness and design appeal. All signs shall conform to the City's Sign Ordinance.

Landscaping

- 4.3.13 Integrate appropriate landscaping throughout the paseo and at its points of connection to other pedestrian facilities.

4.4 Pathways

Incorporating pathways that complement the network of public sidewalks must be a priority when designing individual building sites. On-site pedestrian circulation and connections to adjacent sites must be considered with respect to the issues of privacy and security.

The following guidelines apply specifically to pathways, in addition to the general guidelines outlined in section 4.1 of this document.

Placement/Design

- 4.4.1 Establish direct pedestrian pathways between buildings to promote efficient on-site circulation.

- 4.4.2 Look for opportunities to connect adjacent properties with pathways, where appropriate. Consider future site-to-site pedestrian connections so that they are not prevented by buildings, fences, or other permanent improvements.

4.5 Links to Transit and Bicycle Facilities

An important function of the network of pedestrian facilities is to link transit and bicycle facilities with a variety of destinations. Since every trip begins and ends with walking, effective pedestrian links increase the convenience of using transit and/or bicycles.

- 4.5.1 Where transit stops are in areas without sidewalks, extend sidewalks from the transit stops to the nearest improved sidewalk(s).
- 4.5.2 Provide transit route information in areas with high pedestrian volumes.
- 4.5.3 Connect pedestrian facilities with bicycle parking facilities to encourage bicyclists to park their bikes and walk to nearby destinations.

5. COURTYARDS, PLAZAS, AND PLACITAS

- *Encourage the provision of courtyards, plazas, and placitas throughout the City grid to create activity nodes, provide pedestrians with a more intimate gathering space away from the street, and maintain an inviting environment for pedestrians.*

Introduction

Unlike a paseo, which is designed to provide pedestrian connections between destinations, courtyards, plazas, and placitas are spaces that allow people to congregate and interact away from the flow of pedestrian traffic. The different types of courtyards, plazas, and placitas can be categorized as follows:

Public Spaces: Public spaces are areas where the property is owned by a public agency and the public is allowed to enter and congregate. Examples include De la Guerra Plaza and Storke Placita.

Semi-Public Spaces: Semi-public spaces consist of areas where the public is allowed to enter and congregate but, unlike public spaces, are owned by a private interest. Examples include the La Arcada and El Paseo courtyards. *Note: Public access easements may be required by the Public Works Department for these types of spaces.*

Private Spaces: Private spaces are owned by a private interest for the use of adjacent building employees, tenants, or customers. Examples include the common areas of garden apartments or bungalow courts and restaurant dining courtyards. The design and intended function of such spaces may range from large public plazas that encourage active use, to small private courtyards that encourage quiet, passive reflection.

These guidelines are intended to be used as a menu of design options for courtyards, plazas, and placitas. The design and development review boards must consider the unique circumstances of individual projects when evaluating the location and design of these spaces.

5.1 Location

- 5.1.1 Courtyards, plazas, and placitas shall be encouraged as components of new public and private developments to enhance the pedestrian experience in the City and provide connections to surrounding areas. The presence or absence of complementary pedestrian spaces in surrounding blocks should be considered when determining the appropriate location of a courtyard, plaza, or placita. The optimal placement of such a space will take advantage of proximity to or create views of landmark buildings or natural features.
- 5.1.2 Courtyards, plazas, placitas, or the paths leading to them should be connected to and perhaps be visible from the street, so that pedestrians will be encouraged to explore.
- 5.1.3 Consider the historic locations of courtyards, plazas, and placitas throughout the grid and look for opportunities to restore such spaces in their historic locations.
- 5.1.4 Encourage private interior courtyards or outdoor spaces in nonresidential or mixed-use developments for use by tenants, employees, or guests.
- 5.1.5 Encourage common outdoor areas in new multi-family developments for use by residents and their guests.

5.2 Design and Landscaping

The design of courtyards, plazas, and placitas should provide interest and a sense of intrigue for pedestrians.

- 5.2.1 Use decorative paving materials that are reviewed and approved by the City to draw pedestrians down paths leading to interior courtyards.
- 5.2.2 Avoid blank walls and spaces without interest to pedestrians. Design buildings with several doors and windows that open into the pedestrian space and incorporate land uses that foster pedestrian activity (e.g., retail and residential uses).
- 5.2.3 Provide appropriate pedestrian amenities within courtyards, plazas, and placitas, taking into consideration the level of use, surrounding land uses, and existing amenities. See Chapter 4: *Pedestrian Facilities and Amenities* for more information regarding pedestrian amenities.
- 5.2.4 Use inviting landscape elements that provide shade, color, and texture. Landscape elements can be formal or informal (e.g., a proliferation of vines in a building recess) to reflect the overall character of the space.
- 5.2.5 Incorporate focal points into the design of courtyards, plazas, and placitas. Focal points may include sculptures, fountains, public art, architectural elements/features, or trees.

- 5.2.6 Provide sunny and shaded areas for seating. Shaded areas may be created using landscaping elements (e.g., canopy trees) or traditional Mediterranean architectural devices (e.g., arcades, colonnades, and pergolas).
- 5.2.7 Provide pedestrian-scale lighting that complements the surrounding built and natural environment. When determining the proper level of illumination for a courtyard, plaza, or placita, it is important to consider the quality of light versus the quantity of light. The lighting should be subtle and avoid overlighting while being bright enough to provide security and make the areas attractive for evening use. Consider a variety of lighting types, including footlighting, indirect lighting (wall washing), and overhead lamps. All lighting fixtures shall conform to the City's Outdoor Lighting Design Guidelines.
- 5.2.8 If private courtyards or outdoor spaces are to be secured at night, design the security device (e.g., the gate, wall, or fence) to minimize visual intrusion and complement the architecture and scale of surrounding buildings.
- 5.2.9 Drainage facilities for courtyards, plazas, and placitas shall be designed and located to minimize visibility and interference with pedestrian circulation.

6. TRANSIT STOPS

- *Design and locate transit stops to promote the increased use of transit, facilitate multi-modal travel, and reduce dependence on the automobile.*
- *Provide transit stops that are attractive, safe and convenient places in which to wait for a transit vehicle.*

Introduction

Transit is an integral part of any balanced transportation network. In order to be a successful alternative to the automobile, transit service must be frequent, reliable, convenient, comfortable, and affordable. An effective transit system will not consist solely of a series of stops, but will also integrate complementary land uses and building design.

The guidelines in this chapter focus on designing and locating transit stops to enhance the convenience and comfort of transit. When designing a transit stop, early coordination with the various approving agencies is crucial. Any transit stop that is located in the public right-of way will require review and approval by the City Public Works Department, as well as design review approval from either the Architectural Board of Review or the Historic Landmarks Commission. The Metropolitan Transit District (MTD) must also be consulted to ensure that the stops will meet any applicable disabled access regulations and safely serve the different kinds of transit vehicles using the route.

For more information on disabled access regulations, vehicle setbacks, or other transit stop requirements, please refer to the MTD Passenger Accommodations Enhancement Plan.

6.1 Location

- 6.1.1 Assessing appropriate locations for transit stops is an integral part of the development and design review process. Transit stops should be located to maximize convenience, provide pedestrian connections to nearby destinations, and be visible to potential users. Transit stops should not be located away from the public right-of-way where they are not readily visible.

6.2 Amenities

- 6.2.1 When designing or improving a transit stop, there are certain amenities that must be provided for the stop to effectively accommodate transit passengers. These amenities are as follows:

- Bus stop markers/signs that are oriented to the pedestrian, rather than to passing vehicles;
- Bus schedule and route map display areas;
- Seating for transit passengers, placed so that waiting passengers are visible to the bus driver;
- A shelter to shield passengers from the weather. An effective shelter can range from a canopy tree that provides shade to an architectural element with a solid top that protects passengers from sun, wind, and rain;
- Pedestrian scale lighting to increase security and visibility for riders and transit operators;
- A trash container; and
- An improved hardscape surface that extends from the curb to the sidewalk. Hardscape surfaces may include paving materials other than poured concrete, as reviewed and approved by the applicable design review board and the Public Works Department. Where bus stops are located in areas without sidewalks, an improved hardscape surface shall be provided for passenger loading and unloading. The surface shall be large enough to accommodate both seated and standing passengers, extend to the street curb, and meet any applicable disabled access regulations. New sidewalk connections from the transit stop to the nearest improved sidewalk(s) shall be provided, whenever possible.

While these amenities should be present at each transit stop, the degree to which they are provided will vary based on several factors. These factors include:

- The space available for the stop;
- The location of the stop;
- The number of riders expected to use the stop; and
- The length of time passengers will spend at the stop.

For the purposes of these guidelines, transit stops are divided into three general categories, each of which has a list of suggested amenities. These categories can be used as a starting point for the design or upgrading of transit stops. However, the circumstances surrounding each proposed stop will be different, and will need to be evaluated on a case-by-case basis. In addition, space constraints may prevent the inclusion of all of the amenities that are called for in the list below.

Minimalist Stop: This type of stop is designed for minimal passenger use. This stop would generally be located on a route with low ridership (not a transfer point to other routes).

Neighborhood Stop: This type of stop is designed for the higher density residential areas of the grid that surround the Downtown core. This stop would serve an active ridership that would be expected to either transfer busses or complete a portion of its trip on foot. Enhanced amenities, including increased bench space and route maps, are essential at these stops.

Commercial Stop: This type of stop, located in the Downtown core, is designed for heavy passenger use by both residents and visitors. The higher volume of riders, the rate of visitor use, and the number of transfer passengers necessitate a high level of pedestrian amenities. Such amenities could include ample seating, increased route and schedule information, a larger sheltered area for passenger waiting, or other amenities listed in guideline 6.2.2. Commercial stops should be incorporated into the architecture of existing buildings, wherever possible (see reverse page for illustration).

In addition to the above stops, MTD's South Coast Transit Plan contains a conceptual description of stops called Pavilions. Pavilions would function as intermodal transportation centers within the Downtown core. Pavilions could potentially contain service elements for ticket sales, travel information, ATM machines, and landscaped plazas with benches, drinking fountains, newsstands, and other amenities. Should a Pavilion be proposed in the future, it would be reviewed and developed as a cooperative effort between MTD, City staff, and the appropriate development and design review boards.

6.2.2 Consider additional amenities to enhance the utility of transit stops, such as kiosks for information exchange, newsracks, clocks, recycling facilities, bicycle storage facilities (e.g., bicycle lockers), and enhanced signage showing the location of nearby destinations or amenities. The appropriateness of these amenities will depend on many factors, including the location of the transit stop, the level and hours of transit use, the composition of ridership, and the amenities of the transit vehicle (e.g., bicycle racks).

6.2.3 Ensure that transit facilities are designed for disabled access in compliance with the California Building Code.

6.3 Design and Landscaping

6.3.1 The design of transit stops and related facilities should reflect the character of the surrounding neighborhood and complement the architectural styles of adjacent buildings and street furniture. The design of transit stops should be as simple as possible and not dominate the appearance of the streetscape.

6.3.2 The design of transit stops should incorporate unifying elements that make the stops recognizable to the public. Such elements might include enhanced sign posts or

bench designs. When designing a transit stop in the grid, consider the design of stops on surrounding blocks.

- 6.3.3 Use landscaping to give the transit stop a park-like feeling without reducing clear access to the transit vehicle.

7. BICYCLE FACILITIES

- *Provide bicycle facilities throughout the City grid to make bicycling a more viable and convenient mode of transportation.*
- *Design and locate bicycle facilities, both on private property and in the public right-of-way, to enhance the City's transportation network and facilitate multi-modal travel.*

Introduction

Increasing bicycling as a mode of transportation serves a number of the City's transportation and planning goals, including decreasing dependence on the automobile, reducing overall parking demand, reducing traffic congestion, and decreasing levels of air pollution and noise. As with transit, the viability of bicycling depends on the consistent provision of bicycle facilities (including both parking and storage areas). The guidelines in this chapter focus on the optimal provision, location, and design of bicycle facilities.

7.1 Provision of Bicycle Facilities

- 7.1.1 Bicycle parking and storage shall be provided for new development as required in Chapter 28.90 of the Municipal Code. Bicycle parking and storage for new developments in Parking Zones of Benefit are also encouraged.

7.2 Location

- 7.2.1 Look for opportunities to provide short term public bicycle parking throughout the City grid. The placement of bicycle parking shall comply with the City of Santa Barbara Access and Parking Design Guidelines. The optimal placement of new bicycle parking facilities will take into account pedestrian circulation patterns and the location of existing facilities, and reduce the visual impacts associated with parked bicycles. Short term public bicycle parking should be visible from the street and nearby buildings to provide a measure of security and prevent theft.
- 7.2.2 Long term bicycle parking for employees and nonresidential tenants should be both easily identified and secure so that people can easily find the parking and be encouraged to ride. This may be achieved using a locked room, a bicycle corral (outdoor covered area enclosed by a fence with a locked gate), or bicycle lockers. Bicycle parking areas should be designed specifically for bicycle use, and shall not be converted for other uses.
- 7.2.3 Long term bicycle parking for residential buildings shall be covered and located away from the public right-of-way for security purposes.

- 7.2.4 Bicycle facilities should be provided where there are opportunities for pedestrian, transit, and train connections. Consider placing bicycle facilities near courtyard, plaza, and placita entrances, and in locations where riders can park their bicycles and walk to multiple destinations.

7.3 Design

- 7.3.1 Long term bicycle parking and storage should be weather protected, whenever possible.
- 7.3.2 The design of bicycle facilities (including bicycle lockers) shall reflect the character of the surrounding neighborhood and complement the architectural styles of adjacent buildings and street furniture, without overpowering the streetscape. Such facilities shall be consistent with existing City design standards and guidelines.
- 7.3.3 Short term bicycle parking in the public right-of-way should be in the form of City standard hitching posts or other devices reviewed and approved by the Public Works Department. Substandard bicycle racks in public areas should be replaced with hitching posts or other approved devices, whenever possible.
- 7.3.4 Bicycle lockers should be clearly identifiable, incorporating written and/or pictorial signage.
- 7.3.5 Bicycle facilities should be well lit for night use, pursuant to the Outdoor Lighting Design Guidelines.

8. AUTOMOBILE PARKING FACILITIES

- *Design automobile parking facilities to reduce the visibility of automobiles and allow features of greater pedestrian interest to dominate the streetscape.*
- *Design automobile parking facilities to confer priority on the safety and convenience of pedestrians and encourage pedestrian activity on the street.*
- *Create links between automobile parking facilities and other transportation facilities to increase the convenience of walking, bicycling, and transit.*

Introduction

Managing the growth of automobile parking facilities in the City poses a major challenge to planners and developers. Traditionally, Santa Barbara has developed and maintained a quality built environment within the grid, whose pedestrian orientation and aesthetic qualities are exemplary. However, the increasing numbers of automobile oriented developments threaten to rob the grid of its unique character, changing balanced and active streetscapes into spaces dominated by the automobile.

Automobile parking facilities can negatively impact the pedestrian orientation of the streetscape in the following specific ways:

- Automobile parking facilities can dominate the streetscape and detract from the attractiveness, interest, and individual character of business and residential areas. Poorly designed parking facilities are visually unappealing and create dead spaces in otherwise active streetscapes; and
- Automobile parking facilities can be significant impediments to pedestrian travel. Poorly located parking lots that separate buildings from sidewalks and other buildings interrupt the continuity of the pedestrian landscape by increasing the distance that pedestrians must travel from streets to building entrances, or from one building to another. In many cases, the most direct pedestrian routes are through the parking lots, making pedestrians uncomfortable and increasing the potential for conflicts. When pedestrians are forced to pass or traverse expanses of asphalt filled with cars, all reflecting heat and sunlight, the experience of walking is diminished.

These circumstances combine to affect the transportation choices that people make. Automobile parking facilities that fail to address pedestrian needs send the clear message that the automobile should be accommodated over the safety and convenience of pedestrians. As long as this continues to be the case, people will drive even for short trips, rather than walk. In order to preserve and enhance the pedestrian character of the grid, every effort must be made to design automobile parking facilities so that they contribute to, rather than detract from, the pedestrian life of the street.

The guidelines in this chapter will address the location and design of two kinds of automobile parking facilities—**surface parking lots** and **parking structures**. The following guidelines should be used in addition to the City of Santa Barbara Access and Parking Design Guidelines and the existing Zoning Ordinance requirements regarding the provision, design, and landscaping of public and private parking facilities.

8.1 Surface Parking Lots

Location

- 8.1.1 Locate surface parking lots away from the street edge to minimize visual effects on the streetscape. Surface parking lots should be located behind habitable buildings and toward the interior of blocks.
- 8.1.2 If a surface parking lot must abut a street edge, minimize the amount of street frontage devoted to the lot by locating the lot to the side of the building, rather than between the building and the street.
- 8.1.3 Surface parking lots shall not abut a street intersection or terminate a major street vista.

Pedestrian and Automobile Access

- 8.1.4 Shared parking between developments is encouraged to reduce the amount of space that must be devoted to surface parking lots.

- 8.1.5 Provide direct pedestrian access to building entrances from each exposed street frontage and/or adjacent pedestrian facility. Pedestrians entering from the sidewalk shall not be required to walk through a surface parking lot to enter a building. Where multiple buildings have rear entrances onto a shared parking lot, provide a pedestrian pathway that connects the entrances to the sidewalk or other adjacent pedestrian facility.
- 8.1.6 Avoid conflicts with pedestrian traffic by minimizing the width and number of curb cuts on main streets.
- 8.1.7 Where possible, use alleys or side streets for automobile access to surface parking lots. The use of alleys for parking access must be balanced with other customary functions of alleys, including service, utility, and loading/unloading areas. As an alternative to abandonment, consider retaining alleys for automobile parking or access.
- 8.1.8 Where surface parking lots must have automobile access from a main street, look for opportunities to share existing driveways with adjacent developments.
- 8.1.9 Surface parking lots and adjacent sidewalks shall be designed so that pedestrians are clearly visible to emerging automobiles. Incorporate design features such as articulated pavement, grade separation, and signage to clearly confer the right-of-way to pedestrians at points of conflict.
- 8.1.10 Design surface parking lots with multiple points of pedestrian access to exposed street frontage and/or adjacent pedestrian facilities. Use distinctive, City reviewed and approved paving materials, landscaping, lighting, and signage to clearly delineate pedestrian access routes within parking lots. To encourage pedestrian use, pedestrian access routes should be more visible, attractive, and convenient than a route through the parking stalls.

Design and Landscaping

- 8.1.11 At a minimum, provide City reviewed and approved landscaping in the interior of surface parking lots consistent with the requirements of the Zoning Ordinance. In order to have any part of the ordinance requirements waived by a design review board, the applicant must demonstrate that compensating landscaped features will be present elsewhere in the parking lot.
- 8.1.12 Use canopy trees in the interior of surface parking lots to provide shade and greenery. For the purposes of these guidelines, palm trees shall not be considered canopy trees. Minimum spacing requirements for planting specific tree species can be obtained from the City Arborist. Mature tree canopies should have a vertical clearance of fifteen feet (15') in order to accommodate lighting fixtures (see 8.1.13 below).
- 8.1.13 The lighting of surface parking lots shall comply with the Outdoor Lighting Design Guidelines. Parking lot lighting shall be planned in conjunction with landscaping improvements for maximum utility. Lighting fixtures should be lower than the mature tree canopies.

8.1.14 Where a surface parking lot abuts a street edge, create a visual buffer to minimize the impact of parked cars and provide interest for pedestrians. Any improvements in the public right-of-way require the approval of the Public Works Department. At a minimum, landscaping and a screen wall shall be provided consistent with the Zoning Ordinance requirements. In addition, consider the following decorative and functional elements to further screen the parking:

- Increase the height of the screen wall where it will not cause a safety hazard for pedestrians or drivers;
- Create small plaza spaces along the street frontage, incorporating focal points such as fountains or public art. Include seating areas and other pedestrian amenities as appropriate. Where parking lots abut street intersections, consider incorporating other land uses (e.g., small flower shops) to anchor the corners;
- Create a gathering space around an adjacent transit stop; or
- Visually anchor the parking lot to the public right-of-way with strong architectural elements, such as arbors or pergolas.

8.1.15 Where disabled parking spaces must be located in front of buildings, the parking spaces shall be paved with decorative materials and landscaped to resemble open space areas.

8.2 Parking Structures

For the purposes of these guidelines, parking structures include underground parking, parking on the ground floor of a multi-story building, and carports or garages that are associated with multiple-family residential developments. The identification and security of parking structures must be strongly considered during their design so that they can be readily identified by the public and the public will feel safe in using them.

Location

8.2.1 Locate parking structures away from the street edge to minimize visual effects on the streetscape. This may be accomplished using one or more of the following techniques:

- Locate parking structures behind habitable buildings and toward the interior of blocks;
- Design buildings so that the active use portion of the building faces the street and wraps around an interior parking structure; or
- Place the parking underground.

8.2.2 If a parking structure must abut a street edge, minimize the amount of street frontage devoted to the structure by placing its shortest dimension(s) along the street edge.

Pedestrian and Automobile Access

8.2.3 Avoid conflicts with pedestrian traffic by minimizing the width and number of curb cuts on main streets.

- 8.2.4 Where possible, use alleys or side streets for automobile access to parking structures. The use of alleys for parking access must be balanced with other customary functions of alleys, including service, utility, and loading/unloading areas. As an alternative to abandonment, consider retaining alleys for automobile parking or access.
- 8.2.5 Where parking structures must have automobile access from a main street, look for opportunities to share existing driveways with adjacent developments.
- 8.2.6 Parking structures and adjacent sidewalks shall be designed so that pedestrians are clearly visible to emerging automobiles. Incorporate design features such as pavement articulation, grade separation, and signage to clearly confer the right-of-way to pedestrians at points of conflict.
- 8.2.7 Design parking structures with multiple points of pedestrian access to adjacent pedestrian facilities. Use distinctive, City reviewed and approved paving materials, lighting, and signage to clearly delineate pedestrian access routes within parking structures.

Design

- 8.2.8 Parking structures should be designed to be compatible with both adjacent developments and the overall neighborhood. Please see Chapter 1: *Compatibility of New Development with the Existing Environment*, for a discussion of how new parking structures can be made compatible with their surroundings.
- 8.2.9 Design and articulate the exposed portions of parking structures to suggest the appearance of a habitable building. Simplicity of design is encouraged. Provide other visual enhancements (e.g., public art) for pedestrians.
- 8.2.10 Incorporate land uses along the ground level street frontage that encourage pedestrian activity. Such uses could include retail, entertainment, office, restaurant, or residential uses. Transit stops and public restrooms could also be incorporated. If the incorporation of other land uses is not possible, provide a landscaped patio space between the structure and the street.
- 8.2.11 Incorporate the above design elements in parking structures adjacent to paseos or other public spaces. The parking structure should contribute to, not detract from, the pedestrian oriented character of such spaces.
- 8.2.12 Minimize the width and height of openings for automobile ingress and egress (openings must be designed for disabled access in compliance with the California Building Code). Use architectural elements to divide the openings, minimize the appearance of structure utilities (e.g., ducts, vents, pipes, and lighting), and reduce other visual impacts on the streetscape.
- 8.2.13 Where cars are exposed to the street via “windows” in the parking structure, use screening elements to reduce the visual effects of parked cars and light spillage at night. Screening treatments could include tracery, ironwork, or landscaping.

8.2.14 Design the top level of parking structures to blend with adjacent rooftops and minimize light and glare. The following elements should be incorporated:

- Use landscaping to soften views of the structure from higher elevations and provide shade;
- Use architectural elements that provide visual interest (e.g. trellises and towers);
- Choose hardscape colors that blend with adjacent rooftops; and
- Provide lighting at the lowest illumination level possible, consistent with IES standards. All lighting must also conform to the Outdoor Lighting Design Guidelines. Indirect lighting should be used to minimize light spillage.

8.3 Signage

8.3.1 Provide signage in public parking lots and structures to orient users to the Downtown area and show nearby transportation facilities (e.g., “You Are Here”). The signage shall not be an advertisement for adjacent businesses. Similar signage is also encouraged for private parking structures.

8.3.2 Provide address identification at the entrances to private parking lots and structures.

8.4 Links to Other Transportation Facilities

8.4.1 Locate bicycle parking and storage facilities within parking structures, where appropriate.

8.4.2 Integrate transit stops into the design of large parking structures, where appropriate.

9. BUILDING EQUIPMENT AND SERVICE AREAS

- *Design and locate building equipment and service areas so that they do not dominate the appearance of the site or interfere with pedestrian or vehicular circulation.*

Introduction

The location and design of building equipment and service areas is important to the overall appearance of a site. Proper location will minimize unattractive views from adjacent properties, the street, and hillside areas, and minimize potential conflicts with pedestrians. Good design will allow the equipment and service areas to present the best possible appearance within the limits of their function. The location and design of building equipment and service areas should be studied early in the design process to facilitate the review of the project.

Building equipment and service areas include, but are not limited to, rooftop equipment, mechanical and electrical equipment and conduits, HVAC ducts and piping, fire equipment, water backflow devices (e.g., fire protection, landscape, and domestic water systems), trash facilities, recycling facilities, utilities, satellite dishes, antennas, loading/unloading areas, and site building

and drainage facilities. For the purposes of these guidelines, drainage facilities shall not include creeks or other natural watercourses.

9.1 Location

- 9.1.1 Design buildings to accommodate all necessary building equipment. Initial site plans and elevation drawings that are submitted to the design review boards shall fully show the location of existing and proposed utilities.
- 9.1.2 Locate service and equipment areas to minimize visibility from public spaces, including streets, hillsides, and neighboring properties. Combine equipment (e.g., vents) where possible to reduce visibility.
- 9.1.3 Locate loading/unloading and utility areas to minimize conflicts with pedestrian and vehicular circulation.
- 9.1.4 On sites served by an alley or street with low traffic, locate all facilities such as service or delivery entrances, loading/unloading areas, and trash collection facilities for access from that alley or street. Other functions of the alley or street, such as parking or pedestrian access, shall be considered when deciding on the appropriate placement of service and delivery entrances.
- 9.1.5 In the event of a conflict, the convenience of a utility or delivery provider shall not take precedence over the safety or circulation needs of pedestrians or the aesthetics of the street.

9.2 Design and Landscaping

- 9.2.1 Building equipment shall be as small as possible to reduce visibility.
- 9.2.2 Incorporate building equipment into the design of the building by placing utilities in wall or roof recesses to reduce visibility from public areas. Exposed and surface mounted utilities are not desirable.
- 9.2.3 If building equipment and service areas must be visible from the street or neighboring properties, screen them from public view with a City reviewed and approved material or dense landscaping.
- 9.2.4 Solar collectors, satellite dishes, communications equipment, and other rooftop equipment should be located out of view from public streets and neighboring properties. Visible equipment shall be constructed of non-reflective material and screened to the greatest extent feasible.
- 9.2.5 Screening materials and detailing should be chosen to blend with and complement the architectural style of the existing building(s) on site.
- 9.2.6 Roof equipment should be completely concealed within the roof structure to avoid visibility from hillside areas of the City. Where roof equipment is visible, consider the following screening methods:

- Use a parapet wall or roof equipment well.
- Paint roof equipment the same color as the roof so that it will disappear when viewed from hillside areas of the City.
- If a vent pipe or other equipment will extend above the roofline and be visible from adjacent areas, creatively incorporate it into the design, (e.g., combining pipes into a false chimney structure or adding caps to vents).